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Meeting of Experts for the Mombasa-Lagos
Trans-African Highway

Bangui, Central African Republic, 22-23 July 1980

LG/NAIROBI

REPORT OF THE MEETING OF EXPERTS CHARGED WITH EXAMINING THE PROGRESS OF WORK ON THE TRANS-AFRICAN HIGHWAY AND ITS FEEDER LINKS, THE PROGRAMME OF WORK OF THE TRANS-AFRICAN HIGHWAY AUTHORITY AND ITS BUDGET, INTER-STATE TRANSIT FACILITATION, THE AFRICAN HIGHWAY CODE AND THE ESTABLISHMENT OF THE AFRICAN HIGHWAY ASSOCIATION

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Introduction

1. The Meeting of Experts charged with reviewing the progress of the Mombasa-Lagos Trans-African Highway, facilitation of inter-State travel and trade, the programme of work of the Trans-African Highway Authority including its organizational structure and budgetary requirements, the African Highway Code in outline and the prompt establishment of the African Highway Association was held in Bangui, Central African Republic from 22 to 23 July 1980.

Participants

2. The meeting was attended by representatives of member countries and of the associate members and also by observers from the industrialized countries and international organizations. The list of participants is attached to this report as annex I.

3. The following countries and organizations were represented:

(a) member countries: Central African Republic, Kenya, Nigeria, United Republic of Cameroon and Zaire;

(b) associate members: Equatorial Guinea, Gabon and Rwanda;

(c) industrialized countries: Federal Republic of Germany, France and the United States of America;

(d) international organizations: African Development Bank (ADB), African and Mauritian Common Organization (OCAM), Arab Bank for Economic Development in Africa (BADEA), Central African Customs and Economic Union (UDEAC), European Development Fund (EDF), International Bank for Reconstruction and Development (IBRD), International Road Federation (IRF), Organization of African Unity (OAU), United Nations Development Programme (UNDP) and World Food Programme (WFP).

Opening of the meeting

4. The Meeting of Experts of the Mombasa-Lagos Trans-African Highway Co-ordinating Committee was opened by Mr. Simon Yanou, Chief Officer of the Ministry of Transport and Tourism of the Central African Republic, who welcomed the participants on behalf of the Government of the Central African Republic.

5. He stated that in the past road development in Africa was designed to meet very specific needs, which were no longer considered acceptable or practical. That certainly must have been the reasoning behind resolution 226 (X) of the Conference of Ministers of the Economic Commission for Africa whereby they requested the ECA secretariat to carry out studies to improve the road network of the continent.

6. Consequently, the member States of the Trans-African Highway had, during the last few years, endeavoured to improve sections of the Trans-African Highway within their own countries.

7. He reminded the participants that, even though they were highway professionals, they were expected to rise above mere national concerns and propose to the Ministers of the Governing Council measures that would serve subregional interests and make the Trans-African Highway truly international.

8. In his reply to the Chief Officer of the Ministry of Transport and Tourism of the Central African Republic, Mr. Tchouta Moussa, Engineer General and Director of the Transport, Communications and Tourism Division of the Economic Commission for Africa, speaking on behalf of ECA, thanked His Excellency David Dacko, President of the Central African Republic, through the Chief Officer, for the facilities placed at the disposal of the meeting and for the hospitality accorded participants.

9. The Director recalled that the role of participants was to review progress made in improving the structure of the Trans-African Highway and its feeder roads in order to throw light on unimproved segments as well as the lack of proper maintenance, which led to the deterioration of existing roads. He stated further that improvement of the infrastructure alone was not sufficient to guarantee the smooth flow of international traffic along the Trans-African Highway if border crossing formalities were not simplified. Therefore a country survey was necessary to determine the extent of implementation of past recommendations aimed at facilitating inter-country travel.

10. Perhaps the most important item on the agenda, the Director stated, was the programme of action prepared for the Trans-African Highway Authority and hence, participants should give this matter their utmost attention.

11. Other matters of importance included in the agenda were the review of the African Highway Code and the establishment of an African Highway Association, the former to combat the ever-increasing number of traffic accidents, and the latter to provide a region-wide African forum for the exchange of ideas on highway matters. The Director reminded participants that, as experts on highway matters, they were expected to examine the documents in depth and make constructive, rational and practical recommendations to the Advisory Board and Governing Council.

Adoption of the agenda

12. The following agenda was adopted:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work

4. Review of progress of the Trans-African Highway and its feeders

5. Review of progress of the implementation of travel and trade facilitation and adoption of uniform standards along the Trans-African Highway and feeder roads

6. Review of draft 1980-1981 work programme and proposed budget for 1980-1984

7. Finalization of Headquarters Agreement for the Trans-African Highway Authority

8. Review of the outline African Highway Code

9. Review of feasibility of prompt establishment of an African Highway Association

10. Other matters

11. Date and place of next meeting

12. Adoption of the report

Election of officers

13. The following officers were elected:

Mr. Simon Yanou (Central African Republic), Chairman
Mr. N.N. Njuno (Kenya), Vice-Chairman
Citoyen Mundibi Katanga (Zaire), Rapporteur

(ECA was requested to assist in the preparation of the report).

Progress of the Mombasa-Lagos Trans-African Highway

14. The Meeting of Experts examined progress made on the Trans-African Highway and its feeder roads and established the current status of the Trans-African Highway and its feeders on the basis of information received from delegations during the meeting.

15. The summary of the current status of the Mombasa-Lagos Trans-African Highway and its feeder roads is attached to this report as annex II.

Travel and trade facilitation and highway standards

16. The Meeting of Experts of the Mombasa-Lagos Trans-African Highway discussed the report of the secretariat on the facilitation of inter-State travel and trade on the Trans-African Highway, including the questionnaire designed to obtain a rapid indication of the degree of implementation, by member States, of recommendations and proposals made by the Anglo-French study on the reduction of non-physical barriers to travel and trade along the Trans-African Highway.

17. The results of the country-by-country survey on the implementation of measures to facilitate travel and trade would be summarized and published as and when all states have sent in their reports.

Work programme and proposed budget of the Trans-African Highway Authority

18. The Meeting of Experts of the Trans-African Highway Co-ordinating Committee examined in detail the programme of work of the Authority for 1980-1981, its organizational structure and the proposed budget for 1980-1984:

(a) The programme of work of the Authority

19. The experts, after a thorough review of the proposed work programme of the Authority for 1980-1981, adopted it in its entirety. The summary of the programme of work of the Mombasa-Lagos Trans-African Highway Authority is contained in document E/CN.14/TRANS/151.

(b) Organizational structure of the Trans-African Highway Authority

20. The Meeting of Experts, after detailed consideration of the proposed structure and organizational chart of the Trans-African Highway Authority, made the following amendments:

(i) The post of "External Auditor" should be deleted as a permanent post on the organizational chart; the auditing function however should be retained and carried out by a chartered public accountant who would be appointed by the Governing Council for a maximum of two months a year to audit the accounts of the Authority and of its General Directorate.

(ii) Combine the division of "Finance" and "Personnel" into a single division, the 'Division of Personnel and Finance".

(iii) Combine the functions of the "Disbursement Officer" and the "Internal Auditor" under the new title of "Budget Controller", thereby deleting one more post.

(iv) Elevate the post of "Legal Adviser" from its present position of staff member under the Chief Engineer to that of Chief of Division, reporting directly to the Deputy Director General.

21. The organizational chart was adopted with the above amendments.

(c) The proposed budget

22. The Meeting of Experts made the following amendments to the proposed budget of the Mombasa-Lagos Trans-African Highway Authority for the years 1980-1984:

(i) Pursuant to the decision made regarding the tenure of the external auditor, the budgetary estimate for this work should

be reduced from its current estimate of $US 177,695 to $US 23,000 with a net savings of $US 154,695, and may be disbursed as follows:

1981	$US 4,000
1982	5,000
1983	6,000
1984	8,000
	$US 23,000

(ii) The recruitment schedule of the legal adviser should be advanced to 1981 from 1982 and the budgetary provision adjusted accordingly.

(iii) The base salary of a division head should be lower than that of a director; likewise, the base salary of a professional staff member in a division should be lower than that of a division chief.

23. Details of the budget as amended as well as breakdowns of expenses for:

(i) the Director General,
(ii) the Deputy Director General,
(iii) a director,
(iv) a division chief, and
(v) a professional staff member

are given below.

24. The proposed budget of the Mombasa-Lagos Trans-African Highway Authority was adopted with the above amendments. A summary of the budget as amended follows:

Summary of budget estimates 1981-1984

		Total	1981	1982	1983	1984
(1)	Professional services and administrative support	2,502,556	481,344	560,849	526,176	934,187
(2)	Travel	280,000	80,000	50,000	80,000	70,000
(3)	Meetings	80,000	60,000	20,000	20,000	20,000
(4)	Equipment	50,000	30,000	10,000	5,000	5,000
(5)	Operation and maintenance	20,000	5,000	5,000	5,000	5,000
(6)	Miscellaneous	5.000	2,000	1,000	1,000	1,000
	Sub-total	2,977,556	658,344	646,849	637,176	1,035,187
(7)	Host Government's contribution in kind: rent of premises, including residences for Director General and Deputy Director General	320,000	75,000	75,000	85,000	85,000
	GRAND TOTAL	3,297,556	733,344	721,849	722,176	1,120,187

(a) Director General

		1981	1982	1983	1984
Base salary		18,000	18,500	19,000	19,500
Post adjustment		3,250	3,350	3,450	3,550
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Commutation of annual leave		2,100	1,150	1,200	1,250
Travel on recruitment and return with family		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Repatriation grant		1,400	1,500	850	800
Transport of car		800			800
Travel		15,000	15,000	15,000	15,000
Pension fund contribution		3,850	4,000	4,125	4,250
Life insuance (subsidy)		100	100	100	100
Medical insurance (subsidy)		260	260	260	260
14 per cent administrative overhead charges		9,010	7,176	7,194	7,995
Total	255,491	73,370	58,436	58,579	65,106

(b) Deputy Director General

Base salary		16,000	16,450	16,900	17,350
Post adjustment		2,700	2,750	2,800	2,850
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Travel on recruitment and return		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Commutation of annual leave		1,750	950	100	1,050
Repatriation grant		1,200	1,250	700	500
Transport of car		800			
Travel		15,000	15,000	15,000	15,000
Pension fund contribution		3,100	3,200	3,300	3,400
Life insurance (subsidy)		40	40	40	40
Medical insurance (subsidy)		310	310	310	310
14 per cent administrative overhead charges		8,319	6,671	6,601	7,497
Total	234,778	67,739	54,021	53,151	59,067

(c) Director

		1981	1982	1983	1984
Base salary		14,000	14,400	14,800	15,200
Post adjustment		2,124	2,196	2,268	2,340
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Travel on recruitment and return with family		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Commutation of annual leave		1,370	756	805	850
Repatriation grant		917	980	555	300
Transport of car		800			
Travel		10,000	10,000	10,000	10,000
Pension fund contribution		2,302	2,399	2,497	2,600
Life insurance (subsidy)		37	37	37	37
Medical insurance (subsidy)		393	393	393	393
14 per cent administrative overhead charges		6,941	5,126	5,857	6,192
Total	199,115	58,484	43,687	44,612	52,332

(d) Division Chief, Controller, Legal Adviser

Base salary		13,500	13,850	14,200	14,550
Post adjustment		2,124	2,196	2,268	2,340
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Travel on recruitment and return withffamily		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Commutation of annual leave		1,370	756	805	850
Repatriation grant		917	980	555	300
Transport of car		800			
Travel		10,000	10,000	10,000	10,000
Pension fund contribution		2,302	2,399	2,497	2,600
Life insurance (subsidy)		37	37	37	37
Medical insurance (subsidy)		393	393	393	393
14 per cent administrative overhead charges		6,941	5,126	5,857	6,192
Total	196,795	57,984	43,137	44,012	51,662

(e) Professional staff

		1981	1982	1983	1984
Base salary		13,000	13,300	13,600	13,900
Post adjustment		2,124	2,196	2,268	2,340
Assignment allowance		2,000	2,000	2,000	2,000
Dependency allowance		900	900	900	900
Education grant		4,500	4,500	4,500	4,500
Installation grant		2,700			
Travel on recruitment and return with family		5,000			5,000
Unaccompanied shipment of household goods, two ways		4,500			
Commutation of annual leave		1,370	756	805	850
Repatriation grant		917	980	555	300
Transport of car		800			
Travel		10,000	10,000	10,000	10,000
Pension fund contribution		2,302	2,399	2,497	2,600
Life insurance (subsidy)		37	37	37	37
Medical insurance (subsidy)		393	393	393	393
14 per cent administrative overhead charges		6,941	5,126	5,857	6,192
Total	194,545	57,534	42,587	43,412	51,012

Headquarters Agreement

25. The Meeting of Experts of the Mombasa-Lagos Trans-African Highway reviewed the draft Headquarters Agreement between the Trans-African Highway Authority and the host Government (Central African Republic), the intention of which was to complete the establishment and installation of the Authority in Bangui.

26. The representative of the host Government stated that his Government had studied the draft Agreement and found it to be generally acceptable and no different from other similar agreements now in force. Although the Agreement, due to recent political developments in the country, was not ready for formal signature, he assured participants that every effort would be made to complete formalities in the very near future, and certainly before the Authority commenced operations in 1981.

27. The participants adopted the draft Headquarters Agreement in its entirety.

African Highway Code

28. The participants examined in detail the African Highway Code in outline as prepared by ECA (document E/CN.14/TRANS/153). The representative of the International Road Federation stated that his delegation would consider sponsoring its preparation in detail, and to that end would approach its Geneva Office.

29. The Meeting of Experts adopted the outline of the African Highway Code in its entirety and urged the secretariat to follow the project through to its successful completion.

African Highway Association

30. The Meeting of Experts of the Trans-African Highway considered the report of the secretariat on the speedy establishment of an African Highway Association to provide an African forum for the exchange of ideas on the planning, design, construction and maintenance of highways in Africa (document E/CN.14/TRANS/154) and the draft constitution of the Association and agreed unanimously to endorse the establishment of the Association as quickly as possible.

Date and place of next meeting

31. The experts agreed to hold their next meeting in 1981 at the Authority's headquarters in Bangui if no invitation was forthcoming from the Government of any member State.

LISTE PROVISOIRE DES PARTICIPANTS
PROVISIONAL LIST OF PARTICIPANTS

ETATS MEMBRES/MEMBER STATES

R épublic centrafricaine Central African Republic	Mr. S. Yanou, Directeur de Cabinet Mr. Ouefio Gaston, Directeur Général Transports Mr. Moussa-Bangoran Pascal, Directeur Transport Mr. Mokiande-Djetel Clément, Directeur Général Travaux Publics Mr. Sakibede Simon, Directeur Général de l'Agence Centrafricaine des Comm. fluviale Mr. Defos du Pau, Secrétaire général, Ministère Equipment Transport et Tourism Mr. Mbarga Albert, Administrateur civil adjoint Mr. Ngoko-Boubala Pascal, Ministère de l'Intérior Mr. Yabaaa Georges, Directeur Général CNTR Mr. Mamadou-Nadjiana Alexis, Directeur du Matérial des TP. Mme Ndakouzou Georgette, Chef de Service au Ministère du Plan Mr. Zimbi Jean-Pierre, Assistant au Ministère des affaires étrangères Mr. Kanganzilat Claude B., Assistant aux Affaires étrangères de la BDEAC Mr. Kaengonza, Inspecteur des Finance Mr. Myndelet Evariste, Secrétaire général Interieur
Kenya	Mr. N.N. Njuno, Asst. Minister Mr. Kiguru, Chief Executive Engineer
Zaire	Mr. Mudimbi-Katarga, Directeur des Travaux Neuf Mr. Mweze Dunia, Directeur à la cellule de Recherche Routeière
Cameroun Cameroon	Mr. Nkouebo Moïje, Ambassade du Cameroun Bangui

MEMBRES ASSOCIES/ASSOCIATE MEMBERS

Rwanda	Mr. Kayihura, Directeur des Travaux
Gabon	Mr. Assowmou-Ondo, Counsiller d'Ambassade
Guinée-Equatoriale Equatorial Guinea	Mr. Nguema Ela-Guillermo, Directeur Général Travaux P.

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INDUSTRIALIZED COUNTRIES

France	Mr. Maignan, Conseiller Mission Francaise
United States of America	Mr. Claudio D. Fortunato, Engineer
Républic Federal d'Allemagne Federal Republic of Germany	Mr. Haucke, Chargé d'Affaires

ORGANISATIONS/ORGANIZATIONS

BADEA	Mr. Majout Tahar, Chief Engineer
Banque Mondiale World Bank	Mr. Edgardo Staffini, Senior Engineer
EEC	Mr. Memgaroni Arnaldo, Conseiller Geinie civil Mr. L. Sciavo-Campo, Delegate in RCA
FRI IRF	Mr. König Dieter, Deputy Director Mr. Clarke Francis, Partner Mr. Jeffrey Alan Turnbull Mr. Mehring Kurt Mr. Castelli, Engineer
PAM WFP	Mr. Z. Kanaan, Adviser Mr. Vambever Paul, Administrateur
PNUD UNDP	Mr. Schrenrs, Junior Professional Officer
UDEAC	Mr. P.F. Bakry, Expert
OUA/OAU	Dr. M.A. Rasheed, Director
MULPOC	Mr. Kithe Jacquey, Consultant
OCAM	Mr. Nevi Pierre, Chef Service Transports de l'OCAM

SUMMARY OF CURRENT STATUS

Country and Section	Road surface condition (km)				Remarks
	Bitumen	Gravel	Earth	Total	
1. Kenya (TAH)					
Mombasa-Voi	151	-	-	151	Carriageway width varies from 6 m to 7 m. Except for 11 km between Mazevos-Kwa Jomvu, all the other portions whose pavement strength are below 12000 lbs wheel load and 2.5 m shoulders will be upgraded between now and 1983.
Voi-Athi River	305	-	-	305	Carriageway width varies from 5.9 m to 7 metres.
Athi River-Nairobi	25	-	-	25	Pavement wheel loading standard varies from 6000-12000 lbs. Carriage way 7.0 m. Pavement wheel loading standard of 12000 lbs.
Nairobi-Eldoret	302	-	-	302	Pavement widening and strengthening will commence towards the end of 1960 in all sections where carriage way is less than 7 m and wheel loading standard is less than 12,000 lbs.
Eldoret-Malaba	138	-	-	138	Horizontal and vertical alignment is adequate. But strengthening of the portion Eldoret-Webuye is scheduled for 1981.
Total	921	-	-	921	

Country and Section	Road surface condition (km)				
	Bitumen	Gravel	Earth	Total	
Feeder road to TAH from Sudan					
Sudan-LokiChokio-Lodwar	-	-	245	245	Final engineering design is expected to be completed by mid 1982.
Lodwar-Eldoret	106	265	-	371	Construction of the road to bitumen standard is in progress and anticipated completion date is mid 1983.
Total for Kenya	106	265	245	616	

	Country & Section	Road surface condition (km) BITUMEN	GRAVEL	EARTH	TOTAL	Remarks
2.	Uganda Malaba-Jinja	140	--	--	140	Resealing of 30 km. (Bugiri-Iganga) completed. Tenders for resealing and reconstruction another section about 50 km. Long (Malaba-Buwayo) invited. This section will be financed under EEC loan.
	Jinja-Kampala	80	—	--	80	All resealing and reconstruction completed but due to heavy traffic some sections have failed. Feasibility engineering & economic studies for upgrading a section Kampala to Lugazi about 50 50 km. to a dual carriage way with a grant from Sweden through ADB were completed.
	Kampala-Mityana	69	—	—	69	The Section needs rescaling.
	Mityana-Kyenjojo	—	193	—	193	Up-dating all engineering detailed studies completed. Construction to bitumen standard has top priority. Donors for the project are being sought.
	Kyenjojo-Fort Portal	27	21	--	48	For the gravel section above remarks apply, the bitumen section is in good condition.
	Fort Portal-Equator Road	96	—	--	96	Section in good condition.
	Equator Road-Mpondwe (Kasindi)	—	40	—	40	All detailed engineering studies were completed. A loan of 60m/was received from ADB to finance the project. Tenders will soon be awarded.
	TOTAL	412	254	—	666	

Country & Section	Road surface condition (km) BITUMEN	GRAVEL	EARTH	TOTAL	Remarks
FEEDER ROADS					
FROM RWANDA					
Kakitumba-Mtungamo	-	32	—	32	All weather gravel road needs regravelling. Grading is being done. Construction of Bridge at Kakitumba jointly financed by Uganda and Rwanda was interrupted by the liberation war, but work has now resumed.
Mtungamo-Kampala	333	—	—	333	Rehabilitating sections totalling about 200 km. with financial assistance from EEC has been accepted. Reconstruction contract work for 30 km. from Kampala has started.
Mtungamo-Equator Road	82	29	—	111	The gravel section is all weather road. It needs regravelling. The bitumen section needs resealing and reconstruction, but for lack of equipment and materials.
TOTAL:	415	61	—	476	
FROM SUDAN					
Nimule-Gulu Road	—	106	—	106	This is an all weather murram road, part of it was regravelled. Detailed engineering studies to up grade it to bitumen standard were completed. Donors for the construction project are being sought.
Gulu-Kampala Road	332	—	—	332	This road is in good condition and the sections which have failed need attention but for lack of equipment and materials.
TOTAL	332	106	—	438	

Country and Section	Road surface condition (km)				Remarks
	Bitumen	Gravel	Earth	Total	
. Zaire					
Kasindi–Belika	–	–	623	623	Feasibility studies have been completed. Belgium has begun technical studies on the Kisangani–Kasindi section. Japan has committed itself to starting technical studies on the Kinsangani–Banalia section.
Belika–Bego	55	–	–	55	Since all road maintenance is now being carried out by maintenance teams of the highways department, the entire segment is passable.
Bego–Madula	–	–	128	128	German financing in the form of equipment has been secured to help maintain the Highway in good condition.
Madula–Kisangani	22	–	–	22	In the Government programme, bitumen-surfacing of the road is accorded a priority.
Kisangani–Buta	–	–	321	321	
Buta–Bondo	–	–	200	200	
Bondo–Bangassou	–	–	198	198	
	77		1470	1547	

Country and Section	Road surface condition (km)			Total	Remarks
	Bitumen	Gravel	Earth		
Central African Republic					
a) Bangassou Bambari	-	-	360	360	Repair work financed by the Fund for Assistance and Cooperation and the Central Fund for Economic Cooperation of the French Republic, is underway for Bambari-Kembe, 227 km.
b) Bambari-Sibut	-	-	200	200	General repair carried out, tender documents ready for bitumen surfacing, prepared by the Research and Development Consultancy firm.
c) Sibut-Damara	112			112	In good condition (Bitumen surfaced in 1975-1976, EDF).
d) Damara-Bangui	76			76	Bitumen surfacing, rehabilitation and repair work completed 1979, including shoulder reshaping and ditch clearing, and double asphaltic surface treatment.
e) Bangui-Bossembele			157	157	Bitumen surfacing underway which started in February 1979, is financed by AID, ADF, Kuwait and CAR.
f) Bossembele-Garoua Boulai			453	453	Earth road in poor condition and inadequate for heavy traffic to/from Cameroon. Franco-German assistance performing service-to-traffic repairs; 4th EDF programme expected for general reshaping and gravel resurfacing, starting in 1981, BCEOM study for improvement also financed by 4th EDF programme.

Country and Section	Road surface condition (km)				Remarks
	Bitumen	Gravel	Earth	Total	
Central African Feeders					
(a) Sibut-Kaga-Bandoro-Sido-Chad			325	325	General repair work, financed by the French Fund for Assistance and Cooperation and Central Fund for Economic Cooperation, is underway. Some sections still in poor condition.
(b) Baoro-Berberati		20	172	192	Very poor condition, improvement to engineered gravel standard financed by FAC underway since December 1979, would be completed in 2 years' time.
(c) Berberati-Nola		134		134	Rehabilitation completed in 1976-1977, in good condition,
(d) Nola-Salo				54	This section in rather poor condition, for lack of regular maintenance, but serves primarily to transport lumber, and hence is considered an important route.

ntry and Section	Road surface condition (km)				Remarks
	Bitumen	Gravel	Earth	Total	
United Republic of Cameroon					
(a) Garoua Boulai-Meidougou	-	-	98	98	Financing to be sought for studies and construction.
(b) Meidougou-Tibati	238	-	-	238	Reconstruction completed.
(c) Tibati-Foumban				326	Feasibility studies.
(d) Foumban-Pont du Noun	52	-	-	52	Construction completed.
(e) Pont du Noun-Bafoussam	16	-	-	16	Bitumen surfacing more than 15 years old reinforcement needed.
(f) Bafoussam-Bamenda	69	-	-	69	Construction completed, wearing course needs to be laid down.
(g) Bamenda-Mamfe-Ekok		225	-	225	Studies for bitumen surfacing of this road to be financed jointly by Cameroonian Government and ADB.

Country and Section	Road surface condition (km)			Total	Remarks
	Bitumen	Gravel	Earth		
Cameroon - Feeders					
To Chad					
(a) Chad border-Guidjiba			130	130	Tender documents completed, financing being sought for improvement, by the joint Chad - Cameroon Commission.
(b) Guidjiba-Ngaondere	140	-	-	140	Bitumen surfacing completed.
(c) Ngaondere-Meidougou		173	-	173	Financing to be sought for studies and construction.
To Congo					
(d) Bellevue-Sangmelima			250	250	Financing to be sought for studies and construction.
(e) Sangmelima-Yaoundé	170	-	-	170	Asphalt surface in poor condition.
To Gabon and Equatorial Guinea					
(f) Gabon border-Amban-Rbolowa	-	-	50	50	Financing to be sought for studies and construction.
(g) Equatorial Guinea border-Ebolowa			118	118	Financing to be sought for studies and construction.
(h) Ebolowa-Mbalmayo	-	-	125	125	Financing to be sought for studies and construction.
(i) Mbalmayo-Yaoundé	45	-	-	45	Paved surface in poor condition.
(j) Yaoundé-Bafoussam	-	-	-	228	Tender documents ready, contract being awarded for Yaoundé-Bafia section (121 km), financing for the Bafia-Bafoussam section (166 km) to be sought.
To Central African Republic					
(k) Obala-Garoua Boulai	-	-	550	550	Financing to be sought for studies and construction.

Country and Section	Road surface condition (km)				Remarks
	Bitumen	Gravel	Earth	Total	
6. Nigeria					
Lagos-Shagamu	60	-	-	-	4-Lane Expressway
Shagamu-Benin City	264	-	-	-	4-lane Dual Carriageway construction on a new alignment in progress. Expected date of completion is February, 1982.
Benin-City-Asaba	137	-	-	-	Final engineering design for additional carriageway completed.
Asaba-Onitsha (Bridge)	2	-	-	-	Reconstruction of bridge completed.
Onitsha-Enugu	108	-	-	-	Construction of dual carriageway in progress. Expected to be completed by December, 1981.
Enugu-Abakaliki	82	-	-	-	Reconstruction of a two-lane carriageway completed.
Abakaliki-Ikom	180	180	-	-	Final engineering design completed. Rehabilitation of the Abakaliki-Alok section is underway while reconstruction of the Alok-Ikom section is nearing completion.

Country and Section	Road surface condition (km)				Remarks
	Bitumen	Gravel	Earth	Total	
2. Rwanda					
Akanyaru-Kigali	-	-	160	160	Construction is under way with 70 per cent of grading work already done. Work should be completed by March 1981.
Kigali-Kanombe	10	-	-	10	Section bitumen - surfaced.
Kanombe-Kayonza	66	-	-	66	Section bitumen - surfaced.
Kayonza-Kagitumba	-	126	-	126	Reconstruction is planned. Negotiations on financing are coming to an end since commitments have been made.
	76	126	160	362	By the end of March 1981, 65 per cent of the work will have been completed.

ountry and Section	Road surface condition (km) Bitumen	Gravel	Earth	Total	Remarks
uatorial Guinea					
ta-Ncue	101	-	-	101	Section in poor condition. All-weather road but some difficulties in rainy weather. Improvement work should begin soon on the Ncue-Ebebiyin section. Financing must be found for technical studies and work needed for this section to meet minimum technical standards.
ue-Ebebiyin (border with the United Republic of Cameroon and Gabon)	29	100	-	129	
Total	130	100	-	230	